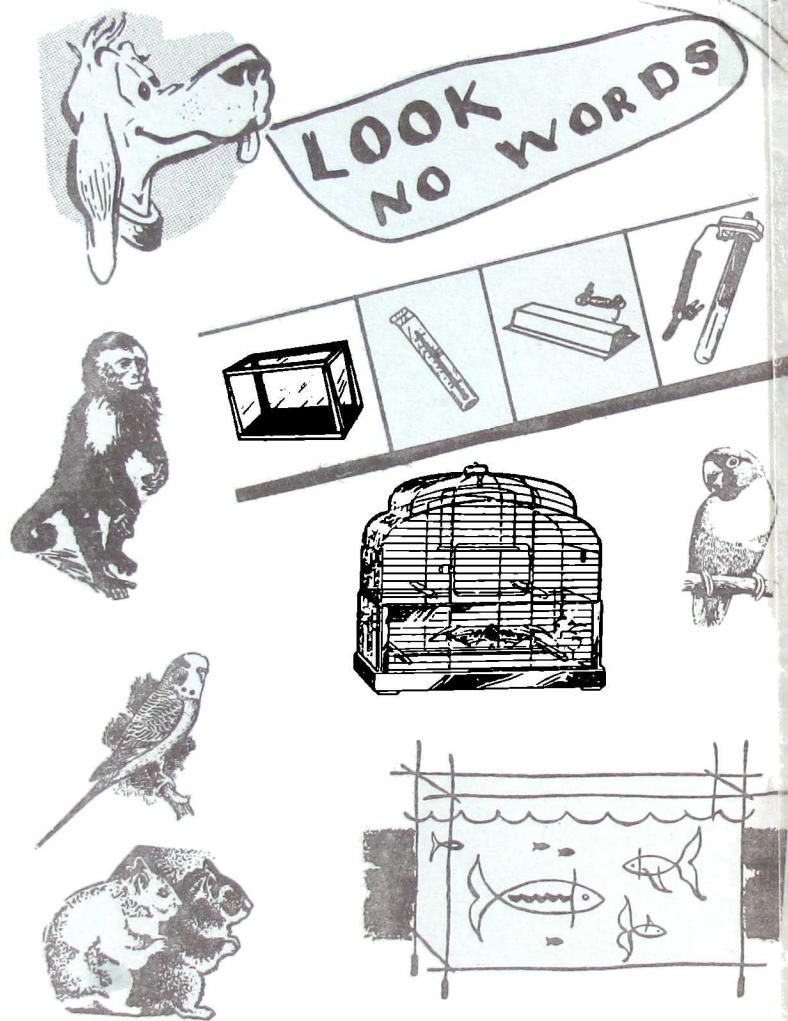


Bessie G. Murphy 14
1733 Kings Rd.
Corvallis, Oregon

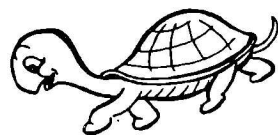


CORVALLIS

MAGAZINE



Wilson's
Pet Shop



225 South Second
CORVALLIS, OREGON



Highway near Newport, 1912

WINTER 1985

Dear Editor Wilson;

Rather than discontinuing publication of this fine magazine, I suggest that you increase the subscription price. I for one would be happy to pay double the present rate if you will continue the magazine.

Harold C. Olsen, Corvallis.

NOTICE: We have received numerous letters and personal expressions urging us to continue publishing this magazine. The Summer issue will be the last one in the present form, but our plans are to continue with a much thicker booklet, less often, and at a higher price.

If your subscription expires with this issue, you will receive the final two numbers if you send us 75¢.

"Corvallis"

Volume IV Winter 1965 Number 1

Corvallis Magazine is published by Thomas A. Wilson. P. O. Box 122, Corvallis, Oregon. 40 cents a copy.



CORRECTION:

We had a wrong date for the picture on page 7, Autumn 1964 number. Instead of 1871, as our caption states, the picture was made during the 1891-92 school year. Harriet Moore, Archivist OSU, uncovered this error for us.



SILETZ INDIANS, ABOUT 1900.

Looking Backward

with TOM WILSON

A short time before his death, over a year ago, Dick Graham was down at the pet shop one day and told me an amusing incident about the old fire bell. This was located atop the building on 2nd Street where the Blackledge store is now, and it was rung from the top of the old water tower, behind the location of the present postoffice, by means of a wire extended over the street and attached to the bell clapper. When a fire occurred, someone would climb the water tower and ring the bell by pulling on the wire.

One night when the alarm was sounded, said Dick, my uncle Lafe, Lafayette Y. Wilson, who was a stocky, powerful man, climbed the tower and pulled the wire so vigorously that he yanked the clapper completely out of the big firebell.

Uncle Lafe was quite a character around town. He married Inez St. Clair, daughter of Wayman St. Clair who owned the first store in Corvallis and who named Mary's River after Mary Lloyd. Uncle Lafe worked in the courthouse quite a lot when young and later engaged in

other occupations, such as farming. He played the baritone in the town band, and when he went to the Yukon during the gold rush he played the organ in a church. When he returned from there he had sea-faring master's papers, but I don't know that he was ever a sea captain, as his father had been.

The pet shop had many memories for Dick Graham because the Grahams had owned a drugstore in this location and Dick had worked here as a boy. The "Times" was published upstairs, and Dick was their first newsboy, the first newsboy in town. He remembered that one issue of the "Times" was three days late, while they were waiting for the word of President McKinley's death. A steam engine behind the building and near the alley furnished power for the big printing press upstairs.

Dick told me of the time when a Mr. Huffman, publisher of the "Times," was installing a new job press upstairs. Two men were above pulling on ropes, and Mr. Huffman was below and pushing on the press from behind. The ropes broke, letting the press slip backwards and crushing Huffman to death.

Dick's brother Tom was the energetic and longtime fire chief here. After his death, the drugstore, Graham & Wortham's, became the Albright and Raw store. Dick worked for the water department many years. When he died, a goldmine of anecdotes and historical facts about the oldtimers went with him.



A magician traveling on a troopship, had his pet parrot with him. Whenever the magician performed his sleight-of-hand stunts the parrot began a running fire of observation and kept them up throughout the act. Finally, their ship was torpedoed and sunk.

Magician and parrot found themselves together on a life raft. After they had been floating around for hours, the parrot said in disgust: "All right, all right. I give up. What did you do with the ship?"

Remembrances

By Victor C. Spencer
PART 3

MY PARENTS celebrated their 10th wedding anniversary in 1887 while we were living in the McLagan house at 3rd and Monroe.

As they had numerous friends and relatives, the place was crowded. There were plenty of refreshments, liquid and otherwise, and everybody was having a good time. I was enjoying myself running through the rooms, getting underfoot and attracting all the attention possible.

My Uncle Olney McLagan came in later in the evening. He knew that I had been given a small hot toddy at times during a bad cold or a case of the croup, and he offered me a swig out of his bottle. Of course I took it. That called for another. I was soon the life of the party! It didn't take the womenfolk long to find out what was going on and the party ended for one 4-year-old boy, pronto. Guess Uncle Olney got an earful from my mother, too.

In later years he was night watchman, and Corvallis had a 9 o'clock curfew. At that hour they would toll the old fire bell. We kids would be out playing such games as Hide-and-Seek and Run-Sheep-Run, and when that bell rang we scattered immediately for home. We knew Uncle Olney would be sure to look for us first of all and that if he found us we would surely go to jail!

An incident which stands out in my young mind was seeing the prisoners from the city and county jails forced to help grade Monroe Street in preparation for the Horse Railway. They worked slow from necessity as well as from lack of interest in the work. Some were encumbered

with the famous, or infamous, Oregon Boot. This iron shoe was so heavy and cumbersome that a man had great difficulty in moving about and tired quickly. Usually this Boot was unlocked and removed when the prisoner returned to jail. However, it was often left on men judged to be dangerous, for it effectively stopped any chance of escaping.

Others of the prisoners had a band of iron around an ankle with a chain 3 or 4 feet long attached to a large iron ball. This heavy ball had to be dragged along behind them, or picked up and carried. However, the chain was too short to allow it to be carried without having to stoop over in a very awkward position. Armed guards were always in attendance, and as part of town's population were always standing around watching the proceedings, there was little incentive to escape.

No doubt the street work wasn't too rough, but it was often embarrassing to the men with no real criminal records. They would come in to paint the town red and often-times would spend all their money end up drunk and start fighting. If they got mean they usually ended the evening in jail. Next morning they sobered up while working out their fine on the city streets.

Our early day Fourth of July celebrations were something to remember. They usually started in the morning with a 21 gun salute. As our fair city had no cannon, this chore of firing the salute naturally fell to the lot of blacksmith John Phillips, assisted by sons Miles and Clyde.

The shop's anvils would be hauled up on Madison Street, about where the alley is between 1st and 2nd streets and opposite the back of the old Occidental Hotel. One anvil would be set up and powder would be poured in the center of,

the contours. Another anvil was placed over the powder, then the operator, with a long, red hot iron, would touch off the powder and move quickly back. The boom was terrific and sometimes the top anvil was hurled 6 to 8 feet into the air. No cannon could have been half as exciting, or as dangerous either!

People came in from all over the county to celebrate. The mornings were taken up with getting ready for the big parade. Every horse, buggy, and wagon was gaily decorated. The climax of the parade was the Queen's Chariot pulled by whatever team of horses considered to be the finest.

It seems to me that Leona Smith was the Queen at this particular celebration. Queens were chosen by votes purchased by friends, families and admirers for the sum of a penny a vote.

After the parade came the speakers of the day and orations from our local "spellbinders" too.

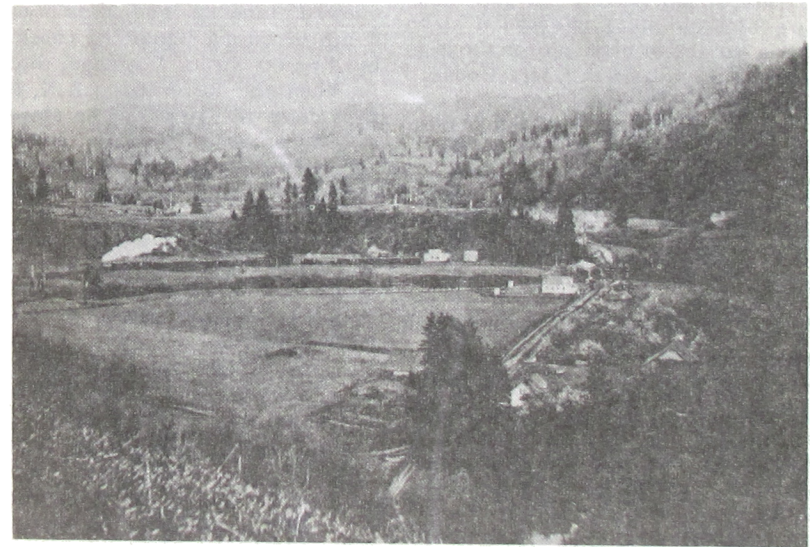
Our July weather usually per-

mitted a picnic lunch with heaps of fried chicken, roasts of beef, ham and venison, loaves of home made bread, freshly churned butter, wild strawberry, blackberry, and grape jams and jellies, numerous fruits and vegetables and enough pies and cakes to stagger the imagination!

In the afternoon there were contests of skill, high jumping, trying to catch the greased pig, and climb a greased pole, foot races, in which the Woods boys excelled. Both of them ran barefoot and they generally outdistanced every contender.

Another exciting contest was the annual Hose Race where our boys raced against the firemen from some neighboring town. In this year of 1889 or 90, the team was from Albany. They were rated to be very good and our team knew it would take their best efforts to win.

We had some fast men on our side, Bob Johnson, Telt Burnett, Roy Rayburn and Frank Irvin. There



OREGON PACIFIC EXCURSION TRAIN AT EDDYVILLE.

were also Al Pygali, my Dad, and a couple of others whose names escape me. Now, my Dad was the slowest man on the team, and he also where he would have to dodge out of line. Al Pygali had the chore of pulling the hose off the reel, (I believe it was 100 ft.) He had to couple it to the hydrant and it was my father's job to couple on the nozzle before the water got through the hose. Dad asked the boys to slow up just a little at the point where the hose ran off the reel, but the urge to win was too great, and the team didn't slow.

Dad made his dodge, but too slow. The wheel knocked him off balance then ran over one side when he struck the ground, also bruising one wrist badly. He managed to get up and made the coupling, but too late to win over the Albany team. That old Hose Cart is now on exhibition in the Horner Museum at O.S.U.

After this last event the out-of-towners began to harness up in order to get back to their homes in time to do the chores and take care of their stock. Everyone else began to get slicked up for the big dance always held in Opera House. Those were the days!

On one Fourth of July, Bob Johnson, Telt Burnett, and some others climbed Mary's Peak and, in the early evening set off fireworks which were clearly visible here in Corvallis. No effort was too great for that pair.

On the opening day of fishing season they liked to fish Five Rivers. As it was 55 miles there, it was a good day's drive, so they always drove over the day before in order to be on the spot at daylight. They would fish until sundown and return with their limits on the third day. This same trip is accomplished very easily now in a single day--except for the full creels of fat, juicy trout.

At this time all transportation was necessarily slow. It was often dirty as well. For years all the engines burned wood and there were regular re-fueling stops along the railroad tracks. Finally the Southern Pacific converted to coal. As there was no ventilation in any of the cars, passengers going to Portland had to contend with coal dust and cinders. With good luck the run from Corvallis to Portland took five hours. It often took longer.

During the winter, a stove was kept burning in one end of the passenger car, but the heat failed to carry far in the drafty area and it was necessary to dress warmly.

The train running between Corvallis and Yaquina used the old woodburners for many years after the S.P. converted to coal. To get to Newport you took the ferry at Yaquina. During the summers there would be an excursion train traveling to the coast almost every Sunday. The round trip cost the munificent sum of \$1.50!

I did mention that my Dad chewed tobacco and didn't mind a nip of strong liquor. At times he used pretty strong language, too.

When the Reverend J.R.N. Bell first came to Corvallis, he stopped at Dad's barber shop for a shave and a haircut. As usual there were several patrons sitting around discussing everything in general and politics in particular. The language was nothing short of lurid.

Rev. Bell raised up in the chair and protested to Dad, "I'm a minister of the Gospel, and I'm not used to such talk." Without hesitation my father replied, "I'm sorry mister, but we're just about the same as you ministers are in your talking. We mean nothing by it!" After that they became the warmest of friends.

I got to know Rev. Bell very

well, too, and when my Mother died in 1909, he officiated at her funeral.

Throughout the community Dad's shop was considered to be "Tammany Hall" and no one was ever denied the right to speak his mind freely. Of course, all elections were "cussed and discussed" and contestants praised or criticized, all without violence. College affairs were always prominent topics for discussion and the merits of the football team and every game the team played, all took a good going-over.

Often a football team of downtowners was made up to practice against the O.A.C. boys as there was little opposition and so few players in those days. The colors were most appropriate, black and blue! Millard Hayes, Fred Oberer, and others I don't recall played on the downtowners team. Fred eventually took some college classes and became a regular player on the O.A.C. team.

Father always closed the shop

and went to every game.

Another enthusiastic supporter of the team, was Rev. Bell. One time in the shop he remarked to Bob Johnson that if our team lost a certain game, he would throw his hat in the river. They did lose.

Rev. Bell led a large party down to the river at the foot of Jefferson Street, and after the proper speech-making, tossed his hat far out into the Willamette. Unbeknown to the others, Bob had a boat hidden under the warehouse, and he rowed out and retrieved the hat.

Next year, during the football season, Rev. Bell again offered to throw his hat in the river if the college team lost. And lose they did. Bob had his boat hid out ready and waiting, but Rev. Bell wasn't going to let him get away with that again. This time when he tossed his hat out it had a big rock in the crown. Down it went to stay.

In 1897 the boys who spent so much time around the shop arranged to have the Corbett-Fitzsimmons



Newport Yaquina Bay. 1876

fight telegraphed by rounds and brought to the shop.

Ernest Miller would receive the telegram, then rush to the barber shop where Bob Johnson read it. I can assure that was a memorable night. There were close to a hundred crowded into that room. The air was thick with smoke and the joshing and language would have stood Rev. Bell's hair on end. The place became a madhouse when Bob read the telegram that Fitz had won in the 14th round.

Once George Avery took a party into Yachats on a bear hunting trip. After setting up camp, they went out to look around for bear sign. On returning they discovered that the bear had located their sign first. He had destroyed much of their equipment and was busily engaged in helping himself to their food supply.

George was so mad he waded right into the bear without a second thought. He was scratched and mauled severely but finally managed to finish the bear off with his knife. The bear was brought back and put on display in the butcher shop. Believe C. E. Hour was the owner then and Al Pygail worked there.

In those days, liver was for cats only. Bologna rings were 5¢ each, and if a child went into the shop with a parent, he was always given one. The best beef roast sold for 5¢ a pound, too, and other meats accordingly. There wasn't too much variety.

My father was a Volunteer Fireman for over 20 years. Many a man was left sitting in the barber shop, half shaved, while Dad went off to a fire. Being a nozzle man he ruined a lot of clothes for all the water didn't reach the fire. If there was much of a wind blowing most of the firemen ended up both wet and cold.

When the Pearce store burned

on 2nd and Madison, it was a very cold night. There were not enough men on the pump to keep the water pressure up. This lack of pressure forced the nozzle men to stay close to the fire in order to keep the stream of water on the fire. Then, they had to turn the water on themselves to keep their clothes from blazing. By the time Dad could come home, his clothes were frozen stiff.

About this time, the ladies formed the Coffee Club and for several years, at an alarm, those whose turn it was to serve would have coffee and cake ready for the returning firemen. Oftentimes this would be late at night or in the early morning hours.

When it was my Mother's turn, I always managed to get my share of the "Coffee Cake" which was baked and kept ready at home.

Another fire I recall was in the old foundry at 3rd and Jackson. The building was being used as a barn and several horses were quartered there. We were still living in the house Grandpa McLagan built. My sister and I had the measles, but Mother allowed us to get up and look out the window. We could hear the screams of the terrified animals the fire reached them.

In 1885 Corvallis was using water from the Willamette River and the intake was located just above Jefferson Street. The Buxton planing Mill property used to belong to the Pittman family, and the city's 15,000 gallon reservoir stood beside the mill on a 55 ft. tower.

Later on it was decided to bring the town's water supply from the Peak watershed west of town and Rock Creek. When the line was completed it had fine pressure and it was decided then to try its power against the fully manned old fire engine pumper. This contest drew quite a large crowd, some friendly bets, and a lot of free advice.

Mr. Sheasgreen was in charge of the Mountain water hose, and his son held the hose nozzle. I've forgotten the name of the boy who held the nozzle on the old pumper, however, they were trying hard to wet each other down with the direct flow from the nozzles. The engine hose boy was getting all the best of it, too, until the Sheasgreen boy turned his hose on the hard-working engine pumpers. They scampered to safety out of the range of the hose and with them went all the pressure and water power of the old pumper.

During these years there was no general pattern of sidewalks in Corvallis. There were only 2 walks and they simply followed the contour of the streets on 2nd and 3rd. Both ended down by the bridge.

All winter and after any rain-storm, we would have to pick our way through mud and puddles of water. Second Street was graded, but the mud was simply pushed out into the middle of the street. As vehicles crossed the street, it soon became a "loblolly" again.

In 1890 I entered school in the 2nd grade. My Mother, who had been a schoolteacher, helped me through the first grade. The first teacher I remember was Arthur St. Clair. He played the cornet and all of us studied music under him. I still have that first music book.

A new schoolhouse was built that spring in the block bounded by 7th and 8th on Madison and Monroe. There I spent the next 8 years, graduating from the 9th grade in 1898 under Principal S. I. Pratt, who was a fine teacher. Names of the graduates were:

Della Barnhart, Charles Albert (Bertie) Barnhart, Frances Belknap, Esther Berry, Ethel Bristow, Marvin Brandeberry, Mamie Crawford, Mabel Cronise, Grace Ellis, Thomas Fry, Rena Garrett, Glenn Gillette,

Jessie Hufford, Elsie Locke, George Mangas, Harold Martin, Victor Spencer, Lenore Stewart, Frank Thrasher, Agnes Weber, William Wells, Bushrod W. Wilson Jr. and Harold Woodcock.

The whole town turned out for the graduation ceremony and most of us planned on entering O.A.C. in the fall.

My sister, Hattie, was already in her senior year at college. She graduated in the spring of 1899.

By this time, the city had placed some granite blocks, 3 wide, across Monroe, Madison and Jefferson Streets. Also across 2nd at the Postoffice, which, in those years was located near the middle of Madison and Jefferson Streets. Gradually the sidewalks were extended so that by 1890 we had been able to get to school without too much trouble.

About 1897 we had moved over on 5th street. Here our neighbors were, the F. M. Johnsons, the Woodcocks, Georgia Hartless, the Van Hoosins, Lindsay Sharp, the Thompsons, the Scraffords, and the John Gellatly family.

TO BE CONTINUED.



THOMAS WHITEHORN. PHOTO COURTESY OF VICTOR C. SPENCER.

THE STORY OF CORVALLIS

By David D. Fagan, 1885

Editor's Note: Fagan's HISTORY OF BENTON COUNTY was published in 1885 and remains today a prime source of information on this county and its towns. Copies are very rare.

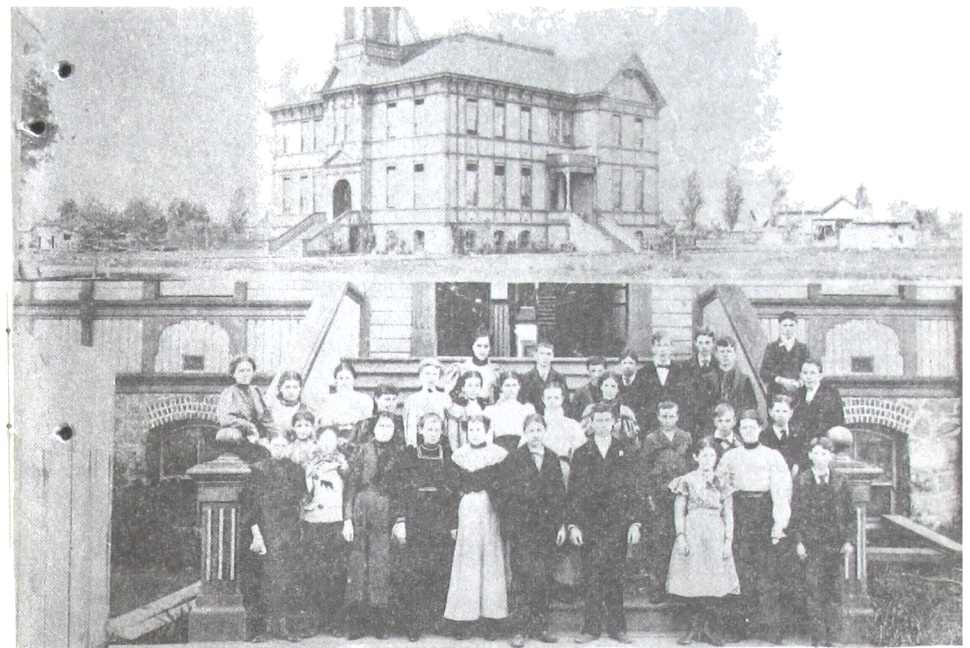
PART III

That Corvallis in the year 1854 must have been a place of considerable importance we assume, from the fact that January 28, 1854, the Legislature passed an act establishing the "Corvallis Seminary," and naming John Stewart, Silas M. Stout, William F. Dixon, John W. York, Robert B. Biddle, Wesley Graves, Perry G. Earle, A. L. Humphrey, Silas Belknap, Samuel F. Starr, Thomas H. Pearne, Alvan F. Waller, Hiram Bond, B. F. Chapman, and James Gingles and their associates and successors, a body corporate and politic in law by the style of the "Trustees of Corvallis Seminary," whose first meeting was directed should be held at the house of William F. Dixon, This institution, however, never took root upon the soil of the city, and four years later, January 20, 1858, we have the passage of the act establishing the "Corvallis College" with J. B. Congle, B. W. Wilson, J. A. Hanna, J. C. Avery, W. F. Dixon and W. L. Cardwell, as trustees, the difference between the provisions of these acts being that whereas in the first the "Methodist Episcopal Church, within the bounds of which said institution is situated" was given a kind of supervision, and in the latter the trustees should "manage

the concerns of said institution as they shall consider most advantageous to the cause of education."

Perhaps this school had been to the city as a payment for taking from her both the Capitol and the University. The gift, so to speak, was accepted and in a short time the sum of three thousand dollars was subscribed towards a school building while the county gave a block of land on which to locate it. In due course of time an edifice was put up, but only the upper floor was fitted and finished, and for a time it was in the hands of the Presbyterian body. Subsequently the upper story was placed in fit condition for receiving pupils, but the money donated had all vanished and the building and property brought to the hammer in order to defray the expenses of construction. These were purchased by Orcineth Fisher in 1860, for the sum of four thousand and fifty dollars and by him transferred to the Methodist Episcopal Church, South, who about 1864, as mentioned elsewhere placed the Corvallis College upon a firm foundation and the sure road to success it has since attained.

On January 27, 1857, an act to incorporate the town of Corvallis passed the House of Representatives, and on the following day was passed by the Territorial Council the first section of which enacts: "That the inhabitants of Corvallis, and their successors within the limits of said town, and its additions as it appears and is recorded in the records for the county of Benton, and residing upon lands,



PUBLIC SCHOOL GRADUATING CLASS OF 1898. PHOTO COURTESY OF WALTER S. WELLS.

adjoining the said town owned by T. H. Pearne, are hereby declared a body corporate and politic, by the name and style of the "City of Corvallis." The limit of the city being indicated in the first section of the act, and extending on the east to the middle of the main channel of the Willamette river. In accordance with the provisions of the charter an election was duly held on the second Monday of May 1857, the first mayor being J. B. Congle. The initial meeting of the Common Council took place on May 16, 1857, when the city was divided into wards, and an ordinance passed prohibiting the leading or riding of horses upon sidewalks. Thus the civic machinery of the city was started and has ever since continued to proceed in a harmonious manner giving general satisfaction to all. The street commissioner was directed under date

September 5, 1857, to report a system of drainage of the city, the contract for which was awarded to A. J. Allison. While on the subject of streets we may mention that, January 1, 1858, E. E. Taylor was allowed the sum of twenty dollars for "ploughing up" the streets of the city. It was now determined to grade Second street, which being referred to a committee, they reported, "that the street be thrown up from each side at least one foot deep, forming a regular curve from one side to the other, harrowed smoothly and rolled if thought advantageous." E. E. Taylor being employed "to grade said street, to furnish four yoke of oxen, plow and scraper and two hands, at twelve dollars per day." For some reason which does not appear on the records, Alderman Hargrove moved the discharge of Mr. Taylor, March 12, 1858, from "any further service

on the streets," a motion that was lost, upon which Mr. Hargrove gave not mention if the vengeance of the gentleman was satisfied or not. In the year 1859 the first "lock-up" was erected by the city, and when completed it was found to have been constructed on the land of J. C. Avery, who at once gave a deed for the property under certain considerations. In 1860, not much of importance transpired to to vary the life of the city of Corvallis: Under date October the eighth the Common Council ordered that books be opened to receive subscriptions to repair and build a road from Corvallis to Oakland upon the nearest and most eligible route, and as commissioners to receive these J. C. Avery, L. Clark and Nat. H. Lane were appointed. In the month of January 1861, we find that precautions were directed to prevent the spread of smallpox. The first franchise to erect telegraph poles on the streets of Corvallis was granted July 28, 1862, to J. E. Strong; while, eighteen years later, in September, 1880, John Ray and son established the first telephonic communication between Corvallis and the outside

world. A company was formed at the time with the following directors: T. Egenton Hogg, Wallis Nash, James A. Yantis, Thomas Graham, G. R. Farra, T. E. Cauthorn, F. Cauthorn, Frank Butler, Herbert Symonds, C. H. Coote, Sol. King, Samuel McLane, A. M. Witham, J. R. Larner, Zephin Job.

The first mention we have of the Corvallis Fire Department is on March 23, 1863, but it was in existence for some time before then, as the following proceedings of the Council will explain. On the date just mentioned, on motion of E. L. Perham, it was ordered by the Council that the sum of fifty dollars be appropriated to the Fire Department, Mr. Holder subsequently moving the appointment of a committee to confer with the department, empowering such committee to offer to liquidate the indebtedness of the fire organization to an amount not exceeding fifty dollars, with the amount appropriated above, on condition that the company turn over to the city, for the sole use and benefit of the corporation, the Hook and Ladder, Engine, and the materials belonging thereunto, the city engaging to take care of and



PROFESSOR COOTE AND HORTICULTURE CLASS. O.A.C. ABOUT 1900.

furnish all necessary material for the organizations until the fire companies be disbanded, when, in such event, the materials of these should revert to the city until the reorganization of the fire department of Corvallis. It was also directed that should such anticipated disorganization occur the Mayor should perform the duties of foreman, while those of his assistants should devolve upon the Recorder and Marshal. May 4, 1863, the impedimenta of the department were handed over to the city fathers, and the fire department ceased to be. It soon became apparent, however, that the city should not be without some system whereby property should be made more secure from fire. Nothing farther would appear to have been done until June 18, 1872, when Corvallis Engine Company No. 1, was organized with twenty-six mem-

bers--the name was changed to Young America Engine Company No. 1, September 21, 1872--and a new engine purchased in San Francisco, which, however, turned out to be new only to Corvallis for in the Bay City it had been almost a "forty-niner", and afterwards did good work in Virginia City, Nevada, where it was known as "Young America, No. 2." Its arrival was the occasion for a grand parade at Corvallis, November 28, 1872, when a beautiful banner was presented to the company on the part of the ladies of the city by Miss Lizzie Butterfield, besides an American ensign, the gift of George Simmons, the whole finishing up with a grand ball in Fisher's brick building. In January, 1875, a Hook and Ladder Company was organized and the Corvallis Fire Department created. September 10, 1877, the hose tower was completed;



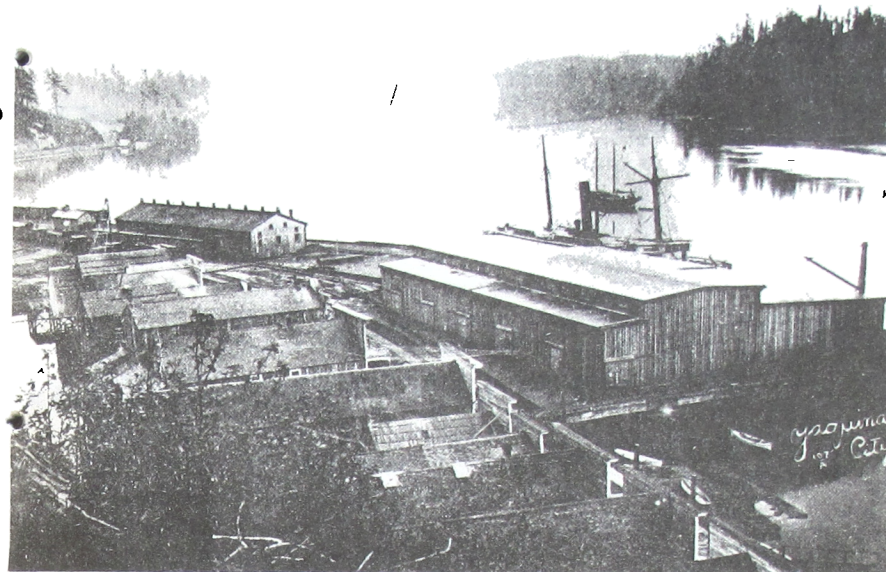
FIRE DEPARTMENT LADDER SCALING CONTEST ON 2ND ST. ABOUT 1920. PHOTO COURTESY OF MRS. ROBERT BEACH.

while, November 11, 1878, a petition was received from many citizens asking the Common Council to take charge of the funds deposited by the citizens of Corvallis and vicinity for the purpose of purchasing an engine. At this session of the council the regular order of business was suspended and several speeches made for and against the reception and adoption of the petition but finally a motion resulted in its passage. A resolution was then offered and on motion adopted, authorizing the Chief Engineer to demand of Young America Engine Company No. 1, immediately to pay over and deliver to the council all correspondence, moneys, subscriptions and all other subscriptions and all other matters pertaining to the purchase of an engine, and that the said company take no further steps in the matter. In the meantime another engine had arrived. On January 20, 1879, the Secretary of Young America Engine Company appeared before the council and reported the action of his company in relation to the new fire engine then lying on the wharf at Corvallis.

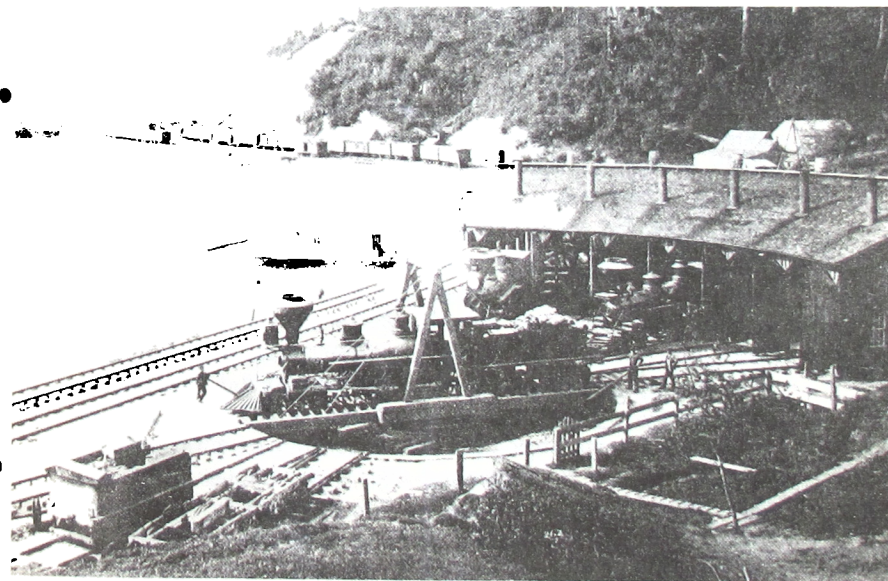
We have in another place noticed the establishment of the Corvallis Gazette in the year 1864, but previous to its appearance the city had boasted of several periodicals, among them those published in or about 1857, by Hall and Gillis, and in 1860, that by J. S. Slater. On January 20, 1866, the Masonic order adopted the name of Crystal Lake Cemetery for their burial ground; while in the month of March of that year E. A. Harris and Louis Horning commenced the erection of the brick building at the corner of Main (Second) and Jefferson Sts., a much needed and substantial improvement; indeed, such a spirit of enterprise was much needed in Corvallis at this time in order to

bring her up to the point of prosperity enjoyed by other towns with not half her natural advantages. Notwithstanding this, we have been informed on reliable authority that to form a correct idea of the amount of shipping business done in Corvallis during the summer of 1866, one should have been on the wharf upon the arrival and departure of the People's Transportation Company's boats. It even now can truly be said, as a shipping point Corvallis is not to be equalled on the upper Willamette, while it is surrounded by one of the finest agricultural and stock producing regions in Oregon. Her fertile valleys and perennial grass-covered hills, interspersed with clear, cold, sparkling mountain streams, stand inviting thousands to homes of comparative affluence, happiness, ease and luxury. To us it is a matter of astonishment that so many persons are content to spend a lifetime in opening forest homes while hundreds of acres of open land may be purchased at a tithe of what the clearing costs. The large tracts of land should be divided and sub-divided and thoroughly cultivated. To do this it is necessary to have bone and sinew--men and women who are neither afraid nor ashamed to work. The spiritless cry of "no market" is obsolete--to be up and doing is the only true slogan of success.

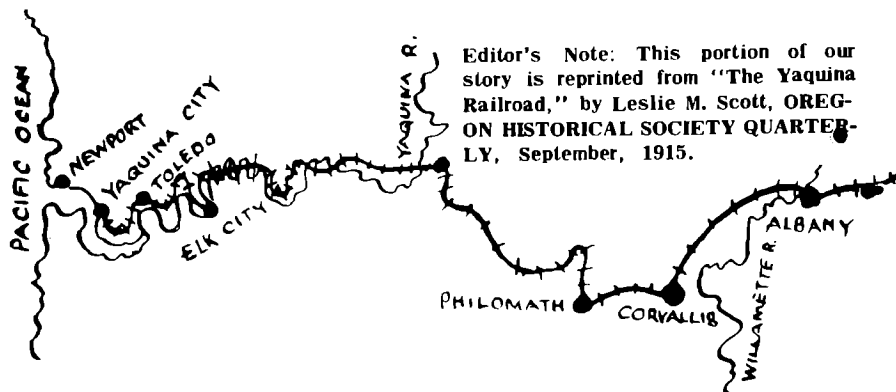
In the month of January, 1867, the waters of the Willamette rose to a considerable height, within six feet of the high water mark of 1862, the inundated track extending over the bottom lands on the eastern side of the river for nearly four miles, while in the ferry-house it was six inches deep on the floor. Fortunately the city of Corvallis lies on a high plateau and, except in a flood of exceptional proportions, is free from the discomforts of streets turned into rivers and cruising dwellings. *To be continued.*



Down to the sea by Oregon Pacific. The docks and terminal at Yaquina in 1883.



Roundhouse of the Oregon Pacific at Yaquina in 1883. Number 7 on the turntable.



THE CORVALLIS & FRUSTRATION RAILROAD

Now began four years of tribulation for the Oregon Pacific, strife for factions of bondholders and loss for employes and other creditors of the receivership, the whole culminating in foreclosure sale for \$100,000, December 22, 1894, of which sum \$66,000 was used to pay taxes and court fees and \$34,000 remained to meet claims that had been scaled down from more than \$1,000,000 to \$341,971—labor and material, attorneys and various receivers' certificates. Needless to say the \$15,000,000 bonds proved wholly worthless. Most of the indebtedness of the receivership was a total loss. The "preferred" claims selected for pro rata payment out of the \$34,000 included \$138,013.43 for labor; \$39,525.17 with 8 per cent interest from April 10, 1893, which sum was advanced to pay labor by A. S. Heidlebach, J. H. Halstead, John I. Blair and Joseph Wharton at a critical period; \$16,674.19 for insurance; \$68,632.99 for material and miscellaneous items. This apportionment, filed by the referee Feb. 1, 1896, was approved by the State Circuit Court, Fullerton Judge, March 18, 1896. (Report in Oregonian, Feb. 24, 1896.)

In the four-year receivership period (1890-94) the sheriff sold the railroad three times; for \$1,000,000, Jan. 20, 1892, to Zephin Job, representing bondholders; for \$200,000, Dec. 15, 1893, to representatives of bondholders; and for \$100,000, Dec. 22, 1894, to A. B. Hammond and E. L. Bonner. The first sale failed, through delinquency of the bidders; the second was set aside by the Court, which held the bid price \$200,000 inadequate. The sheriff made five other attempts to sell the property in 1892-94.

Quarrels broke out early in the foreclosure proceedings, between factions of bondholders. Decree of foreclosure and order of sale were entered in the State Court April 27, 1891, and sale was finally set for Jan. 20, 1892. Priority of payment from proceeds of the sale was the issue of contention. Finally after conferences of the bondholders in New York, October-December, 1891, it was agreed to hand over the bonds to some person or corporation mutually to be agreed upon and to accept the plan of a reorganization committee; also to have Hogg bid in the road at foreclosure sale at a price sufficient to pay floating indebtedness and bond the road anew for completion, without voiding the interests of the old bondholders. But after Job bid in the property for Hogg, Jan. 20, 1892, for \$1,000,000, a large faction of old bondholders led by Blair and Wharton began a bitter fight against Hogg, charging him with conspiracy to get possession at a low price and to cheat out the old bondholders (Oregonian, Feb. 18, 1892). The fight finally culminated in removal of Hogg as receiver, Mar. 4, 1893. But before that result, the opponents of Hogg took their contest into the United States Circuit Court at Portland, in February, 1892, where they sought to withhold the sheriff's certificate of sale, on the ground that Hogg was scheming to pass the property to a new company with a heavy prior mortgage attached, thus crowding out old bondholders. They petitioned to have the sheriff pass the certificate to a trustee, in conformity with prior agreements with Hogg. They also alleged that Hogg had issued \$250,000 certificates as receiver, which were fraudulent. Hogg answered that the bid price, \$1,000,000, was low because it had to be cash and that the bondholders had failed to arrange for such sum; that the necessary method of raising funds was a bond issue of a new Company and that he was acting in good faith towards all parties concerned. The testimony was presented before Judge M. P. Deady May 2-3, 1892 (Oregonian, May 3, 1892, 3½ cols.). The Court on May 9 ordered both parties into a stipulation to pass the bankrupt railroad to a new company which should bond the property for needed funds according to the reorganization agreement. The court saw no evidence of conspiracy on Hogg's part to defraud the old bondholders (text of decree in Oregonian, May 10, 1892). Creation of a new company, Oregon Pacific Railway, capital \$18,000,000, followed this decision—incorporated July 30,

THE YAQUINA RAILROAD

1892, at Salem by Wm. M. Hoag, Wallis Nash, B. W. Wilson, Z. Job, Abraham Hackleman. The parties interested could not co-operate, however, the Job purchase fell through, and the reorganization plan came to naught.

VI.

Meanwhile the railroad was fast running behind its revenues. Bondholders' quarrels with Hogg's management continued. Poor business conditions added to the company's troubles. It was plain that there must be a change of administration and a new receiver. Moreover Hogg did not devote his personal attention to the property nor stay in Oregon. On March 4 Judge Fullerton appointed as receiver Everest W. Hadley, who had served as Superintendent of the road and was a resident of Corvallis. This change followed the wishes of the Blair-Wharton bondholders. Their attorney, John P. Fay, of Seattle, said that they had long wished reorganization and desired then to develop the property (interview in *Oregonian*, April 20, 1893). Judge Fullerton's order removing Hogg cited that the latter was "no longer a suitable person to serve as such receiver"; "he has neglected the duties of his trust in that he has since his appointment (Oct. 26, 1890) constantly resided outside of the State of Oregon"; "has delegated his duties to subordinates"; "his interests are directly opposed and antagonistic to the interests of a large number of the other bondholders"; "he hindered and delayed the experts sent out to examine the properties advertised to be sold"; "the interests of all concerned will be conserved by the removal." (*Oregonian*, March 7, 1893.)

Hogg's receivership lasted 26 months, during which time the payrolls of employes went arrears ten months, to a total sum of \$127,000. Hogg issued in credit certificates, \$800,000, which at his removal were worth 60 cents on the dollar in Wall Street (*Oregonian*, March 7, 1893). Other indebtedness included material claims \$25,000 and taxes—the whole being in excess of \$1,000,000. The receiver had been selling certifi-

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cates at 40 per cent discount, in order to raise necessary funds. This practice was stopped by the new receiver, Hadley, but it is fair to Hogg to add, that the company continued to pile up deficit under the two successive receivers, although in reduced degree.

Hadley's receivership, from March 4, 1893, to Jan. 4, 1894, piled up a further deficit of \$59,864—earnings \$171,045; expenses \$230,909 (*Oregonian*, Feb. 4, 1894)—this despite his best efforts to economize. This was in the midst of the "hard times" of the period, which of course, added to the troubles of the company. All three divisions of traffic, ocean, rail and river, showed heavy losses during Hadley's period—ocean, \$18,398; rail, \$25,348; river, \$9,388. Repairs cost \$60,000—which was about the amount of Hadley's deficit. These were necessary because the road was on the verge of physical wreck. In his final report he stated that his economies amounted to \$100,000 a year over Hogg's receivership. One of the early acts of Hadley was to pay \$40,000 to employes, which sum was advanced in April, 1893, by John I. Blair, Joseph Wharton, A. S. Heidlebach and J. H. Halstead, and which was finally repaid ten cents on the dollar in 1896, from proceeds of the \$100,000 sale of Dec. 22, 1894. Hadley went to New York to persuade the bondholders to make extensions but found everywhere "great indifference and evident inclination to regard the matter as a dead horse." (*Oregonian*, Dec. 25, 1893.)

At the time of Hadley's appointment, the State Court ordered the property again sold by the sheriff, but not until Dec. 15, 1893, was a sale effected, this time for \$200,000, the bid coming from James Blair, Joseph Wharton, J. J. Belden, Henry Martin, F. K. Pendleton and S. S. Hollingsworth. The Court refused confirmation of this sale, Dec. 16, owing to general disappointment over a price which fell so far below the debts of the company—more than \$1,000,000—and which would not have satisfied preferred claims, including dues of employes. (*Oregonian*, Dec. 17, 1893.) Next day at San Francisco W. A. Swinerton, assignee of claims against the Company, attached the steamer Willamette Valley for \$13,209.

THE YAQUINA RAILROAD

Hadley voiced the general dissatisfaction with the \$200,000 bid, in a statement published in *The Oregonian* December 25, 1893. He said that the bid was absurd, that the property as a railroad was worth \$3,500,000 and as "scraps," \$400,000. Rather than confirm the sale, Hadley urged that the road be turned over to employes and material men "as the creditors most at interest, to be by them torn up and sold, as they might deem best." His appraisal of "scraps" was as follows:

13,300 tons rails at \$15.....	\$200,000
14 locomotives at \$2,000.....	28,000
2 locomotives at \$500	1,000
Passenger coaches	8,000
258 box cars at \$150.....	12,000
Other freight equipment	1,400
50,000 new ties at 10c.....	5,000
Supplies in storehouse.....	10,000
Steamship Willamette Valley	40,000
Tug Resolute	5,000
Tools in machine shop.....	10,000
3 river steamboats at \$2000.....	6,000
Land and buildings	10,000
Water tanks, switches, etc.....	3,000
Incidentals	10,000
	<hr/>
	\$400,000

Charles Clark, who succeeded Hadley as receiver Jan. 4, 1894, was unable to check the growing deficit. In the course of this year it became manifest that the only remedy was to sell the property for what it would bring. The Court had vainly fixed a minimum price of \$1,000,000 and then of \$1,250,000 in 1892-93. By December, 1894, the accumulated claims were more than \$1,166,000: Hogg certificates \$800,000; Hadley certificates, \$81,000; labor and material \$225,000; taxes and court costs \$60,000. (*Oregonian*, December 26, 1894.) On July 23, 1894, the sheriff again offered the property but received no bid. His final offer, on December 22, 1894, brought a bid of \$100,000 from Hammond and Bonner. The State Circuit Court confirmed the sale January 19, 1895, and

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the State Supreme Court confirmed it July 22, 1895. Wallis Nash opposed the confirmation on the ground that certain English buyers would pay \$200,000; so also George Bigham of Salem and J. K. Weatherford and Percy Kelly, of Albany, who represented various claims. (Statement of Company finances, *Oregonian*, January 3, 20, 1895; July 29, 1895; Feb. 2, 24, 1896; March 19, 1896.) Taxes and court costs, amounting to \$66,000 were first satisfied out of the \$100,000, leaving \$34,000 for satisfaction of nearly \$1,200,000 claims, that were scaled down by the referee to \$341,971. (*Oregonian*, February 2, 24, 1896.) The people of Corvallis voiced approval of the Supreme Court's decision at a public demonstration July 22, 1895.

VII.

A well-known and esteemed citizen of Oregon, Mr. Wallis Nash, who gave many of his best years to the Oregon Pacific, tells me that the project was wrecked by factional dissensions, which balked its completion and final success. On account of my high regard for Mr. Nash, I wish to insert here a paragraph from one of his recent letters on this subject:

"It is just to remember that no one connected with the management of the Company had any idea except that the receivership (October, 1890) was a step in the way to reorganization by the bondholders. Dissensions among those bondholders and financiers, of the most virulent kind, was the cause of the total wreck of the enterprise. This same dissension foiled every effort that Colonel Hogg put forth until he died (1896) for the resumption and completion of the road."

The new Company, incorporated to take over the Oregon Pacific property by A. B. Hammond, Edwin Stone and Charles Clark, April 12, 1895, was the Oregon Central and Eastern Railway. This Company was succeeded by the Corvallis and Eastern Railroad, which Hammond incorporated December 15, 1897, capital \$2,500,000, for the purpose of bonding for extension through Eastern Oregon, but the project was not carried out.

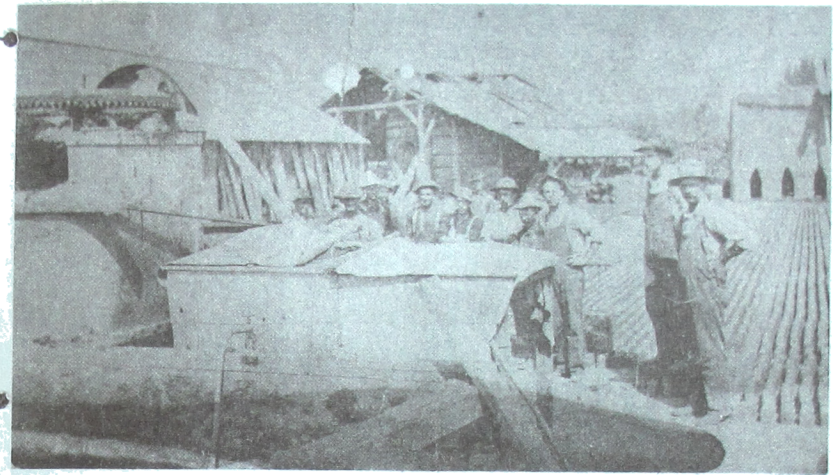
THE YAQUINA RAILROAD

The various accessory properties of the Oregon Pacific were sold by Hammond after his purchase in 1904, at handsome profits. Among those properties were the following, which Mr. Nash informs me brought prices approximately as follows: Steamship Willamette Valley, \$40,000; Tug Resolute, \$17,000; three river steamboats, \$35,000; rolling stock \$100,000; total \$192,000. Later, on December 18, 1907, Hammond sold the Corvallis and Eastern Company for an additional \$750,000, to E. H. Harriman, who conveyed it to the Southern Pacific, where the ownership now lodges. Before this sale it was reported that the Goulds contemplated Yaquina Bay as a northern terminus of their Western Pacific railroad (Oregonian, May 21, 1905), but the report did not materialize.

Impatient at the inaction of the Corvallis and Eastern, as to the Eastern Oregon extension, Wallis Nash and others incorporated the Co-operative Christian Federation, Feb. 21, 1906, to build the road into that region, for colonization purposes (Oregonian, Feb. 22, 1906, page 10; March 1, 1906, page 10). Other officers of the Federation were J. Frank Watson, Samuel Connell, L. O. Ralston, C. E. S. Wood, of Portland; J. R. Blackaby, of Ontario; N. U. Carpenter, of Baker; C. W. Thompson, of Pendleton; H. S. Wallace, and David Leppert. For a railroad branch of the Federation, Mr. Nash organized at Portland in July, 1906, the Mid-Oregon & Eastern Railway, Portland to Mehama, Idanha and Ontario. \$13,125,000 capital, Wallis Nash, president. (Details in Oregonian, December 23, 1906.) Announcement that funds were pledged to build the railroad was made in The Oregonian January 6, 1907, after return of Mr. Nash from London. This project ended with the sale of the Yaquina Railroad to Harriman and the Southern Pacific.

The railroad has served since as a local branch of the Southern Pacific. Yaquina Bay as a seaport affords little or no railroad traffic and the National Government feels no incentive to develop deep channel at the Bay entrance.

EDITOR'S NOTE: This completes Mr. Scott's part of our railroad story. The reader is reminded that he wrote this in 1915. Yaquina bay has been vastly improved since then. The government has plans to deepen the entrance to 40 feet.



CORBET'S BRICKYARD CREW IN EARLY 1920'S. PHOTO COURTESY OF FLOYD BULLIS.

OF CERTAIN DREAMS

By Laurence Pratt

We park-benched to finish our talk about dreams---
not the night kind, but the wish-hope variety.
He said, "That nextdoor boy, Jim Ellis,
has his eye on the Moon. How far will he get?
What of Marge, who longs to be champion twirler?"
Some dreams, even frivolous ones, we decided,
are necessary for spirit's health.
"T. R. envisioned a canal. It grew."
"Orlando hung Rosalind rhymes. He won."
"Marco Polo considered the East. He went."
"As for us---which of our own dreams hold
seeds of growth? Which will shrivel to dust?"
And I, being foolish and curious, asked,
"Where do dreams go after they've been used?"